

His Worship the Mayor
Councillors
CITY OF MARION

NOTICE OF ASSET AND SUSTAINABILITY COMMITTEE MEETING

Council Chamber, Council Administration Centre
245 Sturt Road, Sturt

Tuesday, 02 February 2021 at 06:30 PM

The CEO hereby gives Notice pursuant to the provisions under Section 83 of the Local Government Act 1999 that a Infrastructure and Strategy Committee meeting will be held.

A copy of the Agenda for this meeting is attached in accordance with Section 83 of the Act.

Meetings of the Council are open to the public and interested members of this community are welcome to attend. Access to the Council Chamber is via the main entrance to the Administration Centre on Sturt Road, Sturt.



Adrian Skull
Chief Executive Officer



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OPEN MEETING

KAURNA ACKNOWLEDGEMENT

We acknowledge the Kurna people, the traditional custodians of this land and pay our respects to their elders past and present.

ELECTED MEMBER'S DECLARATION (if any)

CONFIRMATION OF MINUTES - Nil

BUSINESS ARISING - Nil

CONFIDENTIAL ITEMS - Nil

WORKSHOP / PRESENTATION ITEMS

Presentation - Department for Infrastructure and Transport

Originating Officer	Governance Officer - Angela Porter
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Tony Lines
Report Reference	ASC210202R04

REPORT OBJECTIVE

The purpose of this report is to facilitate a presentation from Andrew Excell - Director, Transport Network Investment Strategy, Department for Infrastructure and Transport.

RECOMMENDATION

That the Asset and Sustainability Committee:

- 1. Notes the presentation delivered by the Department for Infrastructure and Transport.**

REPORTS FOR DISCUSSION

Committee's Forward Agenda

Originating Officer	Executive Officer to General Manager City Development - Louise Herdegen
Corporate Manager	N/A
General Manager	General Manager City Services - Tony Lines
Report Reference	ASC210202R01

REPORT OBJECTIVE

To provide the Asset & Sustainability Committee (ASC) with potential forward agenda items for development of the Committee's 2021 work program.

RECOMMENDATION

That:

- 1. The Asset and Sustainability Committee notes the committed agenda items and discusses the proposed areas for the 2021 work program.**

DISCUSSION

The Asset & Sustainability Committee's (ASC) Terms of Reference (TOR) (Attachment 1) include objectives focused on providing advice to Council on matters of strategic importance, the changing nature of the operating environment, service levels and asset management.

The breadth of the TOR provides an opportunity for the Committee to consider a broad range of topics through its annual work program. A draft forward agenda (Attachment 2) has been included to capture future items for consideration.

Attachment

#	Attachment	Type
1	Attachment 1 - Asset and Sustainability Committee Terms of Reference October 2020	PDF File
2	Attachment 2 ASC forward agenda February 2021	PDF File

ASSET & SUSTAINABILITY COMMITTEE

TERMS OF REFERENCE

1. ESTABLISHMENT

- 1.1 Pursuant to section 41 of the *Local Government Act 1999* (the Act) Council has established an Asset and Sustainability Committee.

2. OBJECTIVES

- 2.1 The Committee is established for the purposes of:
- Advising Council on the development, management and monitoring of Council's strategic management of council assets and Asset Management Plans.
 - Aligning Council's provision and management of assets and infrastructure to its long-term strategic objectives.
 - Establishing and monitoring community levels of service to justify assets and infrastructure.
 - Monitoring the implementation of environmental sustainability initiatives and strategies, to be a sustainable organisation and support the community to reduce its impact on the environment.
- 2.2 Developing, reviewing and recommending to Council any policy relating to areas identified in 2.1.

3. MEMBERSHIP

- 3.1 The membership of the Committee will comprise of:
- The Mayor
 - 4 - 6 Elected Members
- 3.2 The Membership, term of appointment and the presiding member will be determined by resolution of the Council.

Elected Member Representatives

- 3.3 An Elected Member will be the presiding member of the Committee.
- 3.4 The Elected Member Representatives will change during the term of Council however Council may resolve to re-appoint an Elected Member representative for consecutive terms if this provides continuity for the Committee.

4. BASIS FOR OPERATION

- 4.1 The Committee does not have any delegated powers of Council, and all decisions of the Committee will constitute recommendations to Council.
- 4.2 For the purposes of section 41(8) of Act, the Council does not impose any reporting and accountability requirements on the basis that all decisions of the Committee constitute recommendations to Council.

ASSET & SUSTAINABILITY COMMITTEE

TERMS OF REFERENCE

- 4.3 The Committee will meet as resolved by Council between February and December each year.
- 4.4 A quorum for a meeting of the Committee shall be half the total membership plus one, ignoring any fractions.
- 4.5 Each member present at a Committee meeting must, subject to the provision of the Act, vote on a question arising for decision at that meeting.
- 4.6 Where the Act, the Local Government (Procedures at meetings) Regulations 2000 and these Terms of Reference do not prescribe procedures to be observed in relation to the conduct of a meeting of the Committee, the Committee may determine its own procedures.
- 4.7 Administrative support will be provided to the Committee as requested.
- 4.8 The Committee will review its performance on a bi-annual (every two years) basis using performance indicators developed for that purpose.

5. FUNCTIONS

- 5.1 Within the parameters of the Act, and having regard to the powers, functions and responsibilities of the Chief Executive Officer, the Committee is charged with providing advice and recommendations to Council regarding:
 - 5.1.1 Monitoring, development and implementation of Council's Strategic Asset Management Plans in accordance with Council's Asset Management Policy, including reporting on the performance of the Plans.
 - 5.1.2 Use of Council facilities and making recommendations regarding the implementation of strategies for improvement.
 - 5.1.3 The development and monitoring of environmental sustainability and energy efficient strategies/plans.
 - 5.1.4 Opportunities to either acquire new assets or dispose of assets in accordance with Council's Disposal of Land and Assets Policy.
 - 5.1.5 Opportunities to further develop strategic transport and integration of transport needs of the Community.
 - 5.1.6 The development, review and implementation of Council's policies relating to this Committee's Terms of Reference.
 - 5.1.7 Reviewing strategies or plans (not included within any other Committees' Terms of Reference) prior to Council consideration and adoption.

Meeting Schedule 2021



2 February 2021	6.30 – 9.30
6 April 2021	6.30 – 9.30
1 June 2021	6.30 – 9.30
7 September 2021	6.30 – 9.30
2 November 2021	6.30 – 9.30

2021 Committee Membership

- Membership – 4 Elected Members plus the Mayor
- Quorum - 3 Committee Members

Presiding Member – Matthew Shilling

Members

- Bruce Hull
- Ian Crossland
- Nathan Prior

Asset & Sustainability Committee

Meeting Schedule 2021

Asset and Sustainability Committee		Date: Tuesday, 2 February	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Draft Transport Plan				M Allen	
Tree Management				F Harvey R Pitcher	
Presentation from DIT				M Allen	
Forward Agenda Items				I Houridis	

Asset and Sustainability Committee		Date: Tuesday, 6 April	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic Waste	Type of Report	Description	External Attendees	Staff Responsible	
Hard Rubbish Service					
Cleanaway progress and directions					
Recycling					
Check SRWRA progress, possibly written report only					

Asset and Sustainability Committee		Date: Tuesday, 1 June	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Asset Management Update					
Footpath Audit Results and Works Program					

Asset & Sustainability Committee

Meeting Schedule 2021

Asset and Sustainability Committee		Date: Tuesday, 7 September	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic Community	Type of Report	Description	External Attendees	Staff Responsible	
Demographics, aging					
Levels of service, changing expectations					
Aged care services, payments, update etc.					
Engagement					
CRM, Salesforce – Karen Cocks update					

Asset and Sustainability Committee		Date: Tuesday, 2 November	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic Environment	Type of Report	Description	External Attendees	Staff Responsible	
Climate risk and its impact on assets					
Climate adaptation					
Environmental Sustainability update (including from new Carbon Neutral Plan)					
Carbon sequestration					

Draft Transport Plan

Originating Officer	Operations Engineer - Carl Lundborg
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Tony Lines
Report Reference	ASC210202R02

REPORT OBJECTIVE

The purpose of this report is to present the Draft Transport Plan and to seek feedback from the Asset and Sustainability Committee.

EXECUTIVE SUMMARY

The purpose of the City of Marion Transport Plan is to develop an overarching and consolidated approach towards the management of transport and its impact on the local community, businesses and the environment. The Plan outlines desired transport and movement outcomes for the city, and the strategies and actions to achieve these over the next five years 2021-26.

The Transport Plan is an action from the City of Marion Business Plan 2019-2023 (Action 19) and will contribute to the delivery of the outcomes of the City of Marion's community vision, in particular the themes of a liveable, connected and a prosperous city.

RECOMMENDATION

That the Asset and Sustainability Committee:

- 1. Notes the report.**
- 2. Provides feedback on the draft Transport Plan (Attachment 1).**

DISCUSSION

BACKGROUND

Council's Business Plan 2019-2023 includes a project to: *Develop a City Transport Plan to enable ease of movement for people of all ages and abilities within and through the city.* This is a key project for Council to achieve its 10-year goal for a 'Connected' city - *by 2029 it will be easier and safer to move around our city which will have accessible services and plenty of walking and cycling paths. New technology and community facilities will better connect our community.*

On 1 October 2019, a discussion was held with the Infrastructure and Strategy Committee (ISC191001R04) on opportunities and challenges. Feedback from the Committee included:

- Consider the broad regional context
- Consider the transition to increased use of electric and autonomous vehicles
- Consider the role and use of public scooters
- Community input should inform the development of the Plan
- An ageing population will require well designed and maintained footpaths
- Engage with all Elected Members at a Forum in 2020 to gain further input into the development of the Plan

An outline of the project scope was also presented that included:

- Connectivity - with destinations and surrounding councils
- Movement of vehicles - cars, freight, cyclists, small wheeled devices
- Transport services - community bus, links with the public transport network
- Infrastructure - roads, walking, cycling
- Environment - role of streets in climate change adaptation

At an Elected Member Forum on 19 May 2020, a report was presented to seek Elected Member feedback on draft principles, goals and proposed initial actions for the City Transport Plan (EMF200519R04).

The feedback from the Forum discussion agreed on the following draft principles for a changing transport system:

- Destination Centred
- Integrated and Effective
- Sustainable and Safe
- Smart and Future Focused
- Amenity and Character
- Partners and Collaboration

DISCUSSION

The provision and maintenance of transport infrastructure and services are a core business of Council. The City of Marion has a number of plans, policies, guidelines, works programs and community services that relate to different aspects of the transport system which include elements such as streetscape design; street trees; renewal and maintenance of roads, kerbs, footpaths and drainage; street lighting; parking; and community transport services.

These elements are all critical to the functioning of our transport system however, many changes and community expectations are taking place that will transform how we choose to use transport. These changes include vehicles being powered by sustainable fuel sources including electric vehicles; a move away from vehicle ownership to transport being viewed as a service; the reliance on technology for way finding signage and real-time data to support ease of movement; the growing popularity of e-bikes and e-scooters; the potential for ride share schemes; and the growing demand for a seamless travel experience.

To address this changing environment, an overarching city-wide Transport Plan (draft) has been developed for the City of Marion (See Attachment 1). This will enable a holistic approach that considers all the elements above and provides directions for what will be a different transport future.

SPEAKERS

Mathew Allen – Manager, Engineering, Assets & Environment
 Mark Griffin - Unit Manager Engineering Services
 Carl Lundborg – Operations Engineer

Attachment

#	Attachment	Type
1	Draft City of Marion Transport Plan 2021 - 2026	PDF File

DRAFT
City of Marion Transport Plan
2021 – 2026

Cover Page to Change



To enable ease of movement for people of all ages and abilities within and through the city

Acknowledgement of Traditional Owners

The City of Marion respectfully acknowledges the Traditional Owners of the land, Kurna people and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

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A Connected City

By 2029 it will be easier and safer to move around our city which will have accessible services and plenty of walking and cycling paths. New technology and community facilities will better connect our community.



Message from the Mayor

<INSERT MAYOR'S MESSAGE>

DRAFT

Introduction

The purpose of the City of Marion Transport Plan is to develop an overarching and consolidated approach towards the management of transport and its impact on the local community, businesses and the environment. The Plan outlines the Council's desired transport and movement outcomes for the city, and the strategies and actions to achieve these over the next five years.

The Plan's key priority is to create a safe and efficient transport network by improving conditions for all road users (particularly pedestrians, cyclists and those using public transport) while also exploring future transportation modes. It strives to achieve the right balance for accommodating these priority users, while also addressing the need for parking, car accessibility and movability.

The Transport Plan will contribute to the outcomes of the City of Marion's community vision, in particular the themes of a liveable, connected and a prosperous city.

Background of the City of Marion

The City of Marion is a metropolitan council area located south-west of Adelaide CBD. The Council is diverse across its geography with an older area in the northern portion of the Council being generally developed as residential areas in the 1940s, the 50s & 60s, and the newer areas in the south being established from the 1970s onwards (and still occurring today).

Large sections of the older areas are experiencing significant growth in traffic through the combination of increasing urban consolidation through in-fill developments, large scale developments such as the Tonsley Innovation Precinct, and other major transport destinations such as the Marion Regional Centre and Edwardstown Industrial Precinct.

Also, the road network is witnessing an increase of competing demands such as the movement of people and goods, alternative modes and access to property, and on-street parking. With the high demand for vehicular traffic, and increased density emerging new transport options and increasing pressure to develop active travel options, these are presenting complex challenges to design and build.

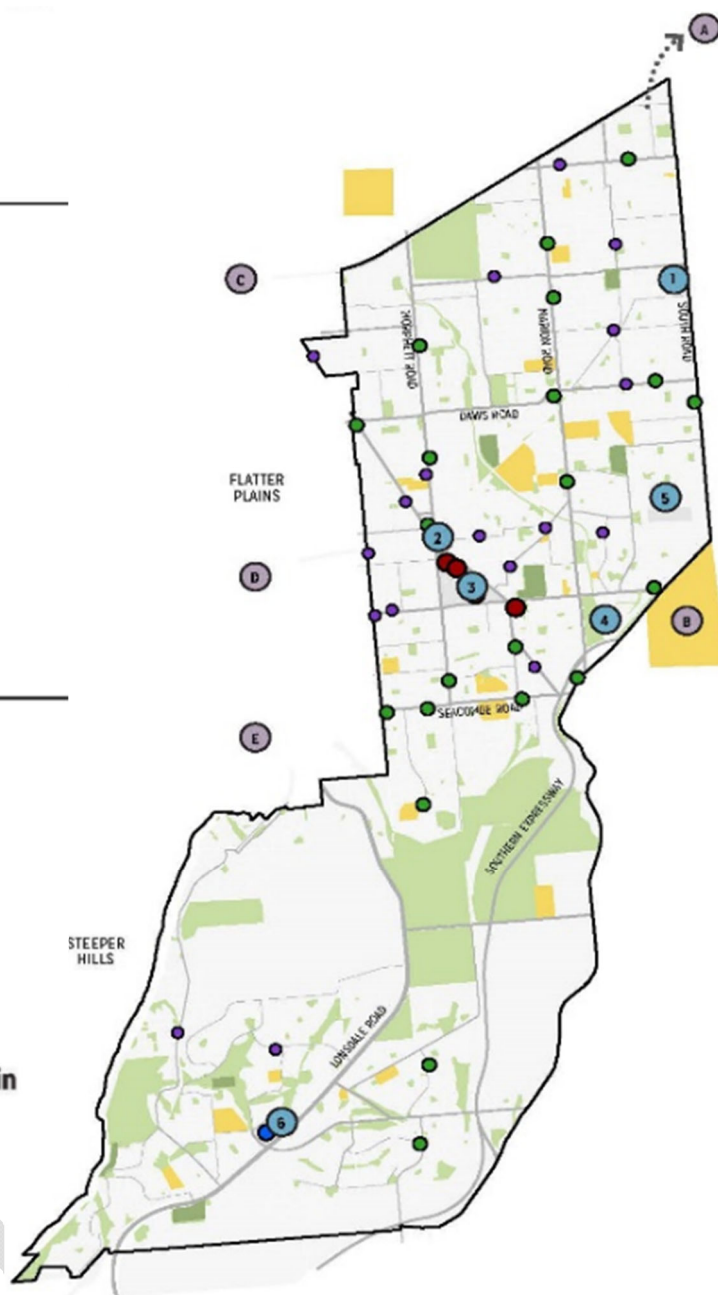


North

- Older suburbs
- Grid-pattern
- Flatter topography
- Set-back from coast
- Some mixed use development
- Less open space and reserves
- Few large street trees, some in reserves
- Integration of industry (South Road)

South

- Newer suburbs
- Curved layout with cul-de-sacs
- Hillier topography
- Adjacent to coast
- Views to coast
- Nearly all residential land use
- More open space reserves
- Few large street trees, some large cypresses in reserves
- Views



Destinations

Key destinations within the City of Marion include:

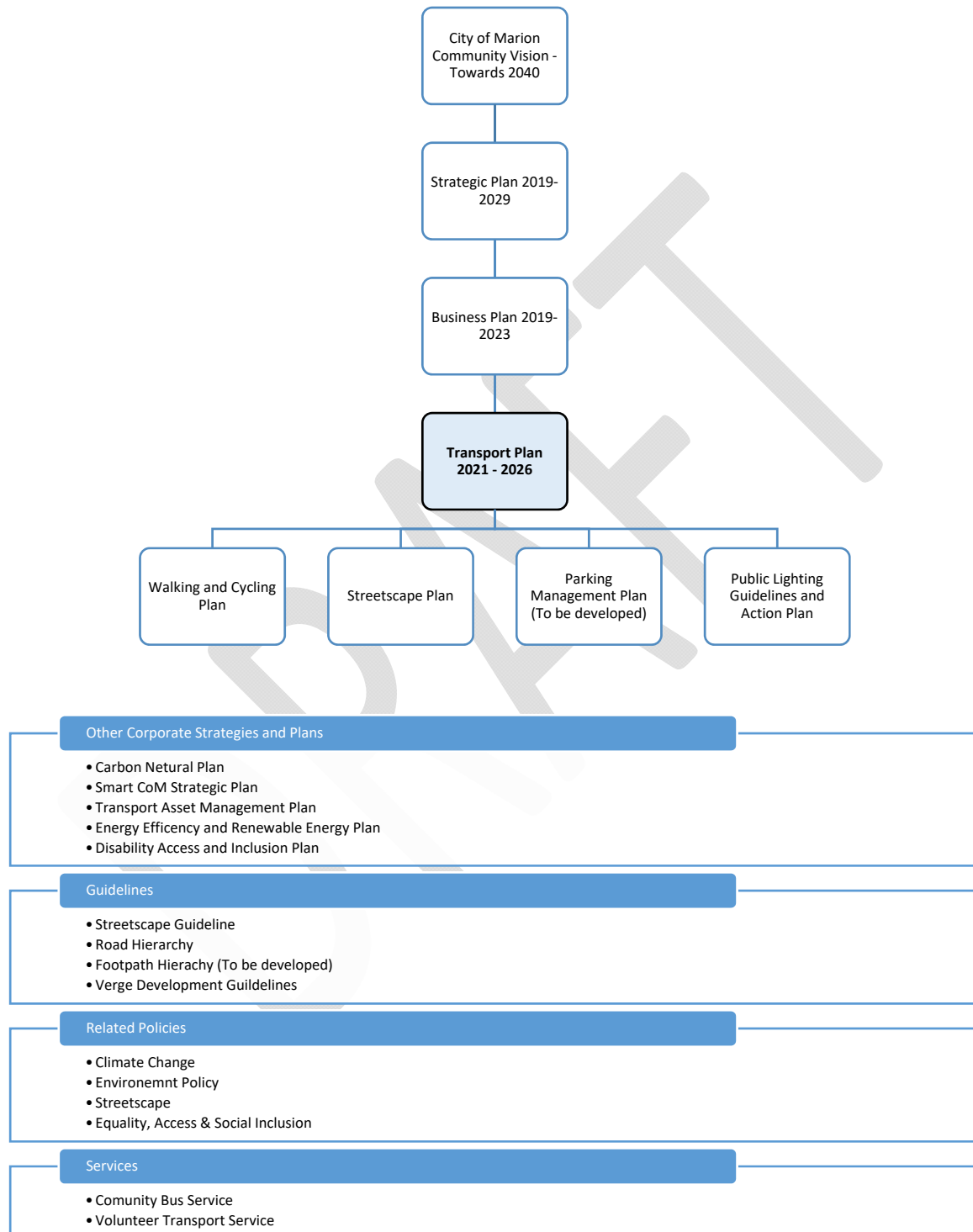
- ① Castle Plaza Shopping Centre
- ② Marion Aquatic Centre and Marion Culture Centre (MCC);
- ③ Westfield Marion and Civic Centre;
- ④ Warriparinga Living, Kaurna Cultural Centre and Wetland, Marion Holiday Park;
- ⑤ Tonsley Park Redevelopment;
- ⑥ Hallett Cove Shopping Centre and Civic Centre;
- Neighbourhood destinations;
- Local centres;

- Ⓐ Adelaide CBD
- Ⓑ Flinders University and Flinders Medical Centre;
- Ⓒ Glenelg Beach + Jetty Road Shopping Precinct;
- Ⓓ Brighton Beach and Jetty;
- Ⓔ Seaclyff Beach and Brighton Caravan Park.
- Major centres;
- Schools and child care facilities;
- Key reserves / open spaces;
- Key sport and recreation; and

Figure 1: The City of Marion's Destinations and Contrast

Strategic Framework

To ensure the delivery of the Community Vision – Towards 2040 the City of Marion has a Strategic Management Framework in place. This is a suite of plans to provide a strategic direction and operational focus to achieve the goals and outcomes.

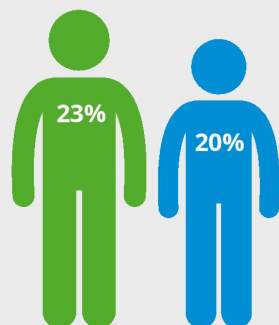


The City of Marion Transport Plan sets the outcomes and actions for the next 5 years. It outlines a set of initiatives, aimed to be safe and efficient and achieve our Connected Community Vision.

CITY OF MARION

Population

Projected growth
(2016 to 2036)



City of Marion
(from 86,618 to 106,338)

Greater Adelaide
(from 1,295,714 to 1,554,857)

Median age

39

City of Marion

40

Greater Adelaide

Older residents
(aged 65 and over)

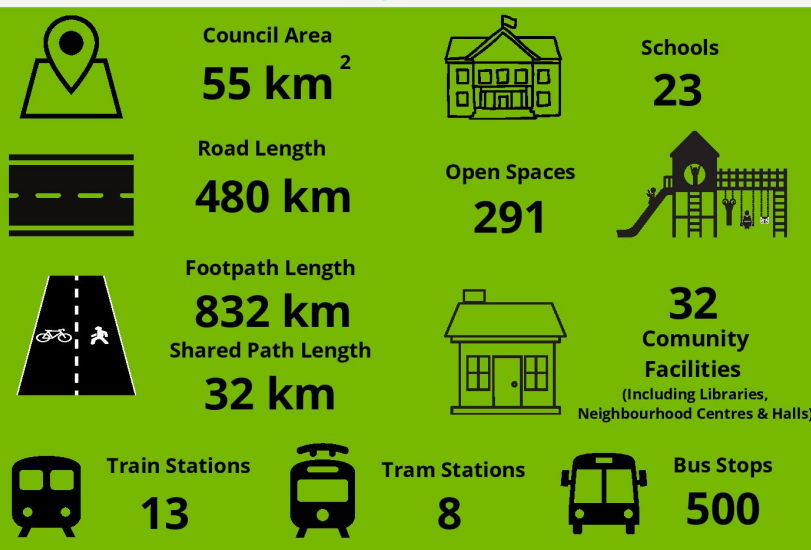
17.3%

City of Marion

17.2%

Greater Adelaide

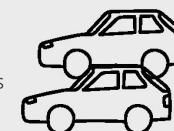
Key Stats



Households & Development

49%

of City of Marion households own 2 or more vehicles



15.6%

of households earn an income of \$2,500 or more per week



Construction growth
(on dwellings constructed between FY2016/17 and FY2018/19)

12%

increase

City of Marion
(from 757 to 850)

Employment



Local Businesses in the City of Marion
5,204



Local Jobs in the City of Marion
25,183

\$3.6 Billion

The City of Marion's Gross Regional Product

Journey to work
(mode)



(Public Transport)



(Car)



(Cycling)

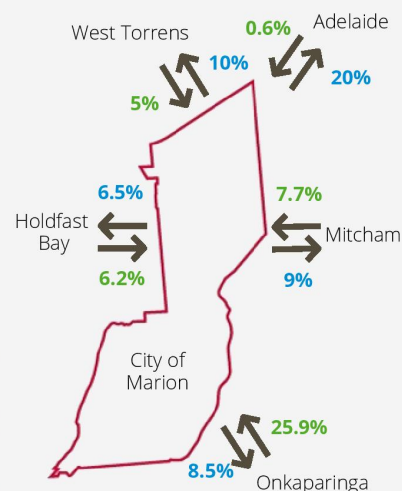


(Walking)

City of Marion **10.9%** **64.7%** **0.9%** **1.3%**

Greater Adelaide **8.5%** **64.7%** **1.1%** **2.1%**

Journey to work
(Residents place of work / Workers place of residence)



Trends

Safety



40% Increase

In crashes involving pedestrians within the City of Marion from 2017 to 2019

■ Minor Injuries ■ Serious Injuries



6 Fatalities within the road network in City of Marion in the last 3 years

Future of Transport



45% Increase

In electric vehicle car sales in Adelaide between July 2019 to July 2020



3 EV Charging Stations in the City of Marion

Principles for a Changing Transport System



Destination Centred

A transport system that supports the activation of destinations including community facilities, shops, schools, business precincts, transport hubs.



The development of transport infrastructure to facilitate the movement of people and goods to destinations is a key factor in the success of a place to do business, visit and live. Key destinations need to be welcoming, efficient and safe to ensure the use of infrastructure and services provided.

Collaborating with the State Government (Public Transport, Education and Infrastructure departments), businesses and local community within Marion are crucial to ensure key destinations are designed 'fit for purpose' and utilised effectively. With a key focus for designing for pedestrians, cyclists and those using public transport while also considering emerging transportation modes and the need for parking and movability.

The key outcomes and actions that would deliver a destination centred transport system are:

Outcome 1	Public Transport areas as welcoming people places
Action 1.1	Plan and upgrade key movement links to 13 railway stations and 8 tram stops. Including reviewing parking demand and identifying 'Park and Ride' solutions
Action 1.2	Facilitate complementary land use and deliver high-quality design of public spaces (including greening) around railway stations to encourage connectivity with, and use of public transport
Action 1.3	Advocate for upgrades of stations/platform areas
Action 1.4	Identify and upgrade infrastructure around highly utilised bus stops (e.g. Seaview High School bus zone on Seacombe Road)
Action 1.5	Advocate for improved public transport and/or park and ride facilities at Laffers Triangle for under-serviced commuters from the south to Flinders/Tonsley/Westfield Precinct and onwards to CBD by public transport
Outcome 2	Attractive & Accessible Business Districts
Action 2.1	Review and upgrade the Transport Network within the Edwardstown Industrial precinct
Outcome 3	Schools and other Community Facilities that encourage active travel
Action 3.1	Work with Schools & DIT to identify opportunities for improvements in local streets near schools (e.g. car parking, drop off/pick up, wide footpaths)
Action 3.2	Install amenities that support the destination zones (e.g. bike lockers, drinking fountains, device charging locations, etc.)



OAKLANDS CROSSING

Oaklands Train Station is an example of how the transport network supports a highly utilised destination. The accessible walking and cycling connections separated from the road network have provided a safer environment. This includes enhancing the area through trees and vegetation planting to make a cooler and more attractive place.

Integrated and Effective

A transport system that integrates and improves the attraction of different modes of transport to support seamless travel linking people with destinations.



The efficient movement of people and goods is critical to the function of our city. Economic growth and productivity are powered by efficient transport.

Promoting and encouraging 'First/Last mile' transport options such as walking, bikes, e-scooters, public transport and pooled ride-sharing services are key to an effective transport system. Fifty percent of commuters in capital cities live within 10 km of their workplace (25-30% within 5 km), yet driving a car is still the primary option. Prioritising alternatives to private cars will allow more room for amenities such as street furniture, wide paths and trees.

The key outcomes and actions that would create an integrated and effective transport system are:

Outcome 4	Encourage Alternative Transport Modes
Action 4.1	Implement the walking and cycling guidelines (including a cycle link as a continuation of Morphet Road to southern Marion)
Action 4.2	Work with businesses to encourage ride-sharing or vehicle sharing partnership opportunities
Action 4.3	Encourage E-Bike and/or E-Scooters services (e.g. Tonsley Precinct)
Action 4.4	Encourage public transport options (e.g. social media, website, etc.)
Outcome 5	Efficient Road Network
Action 5.1	Develop the Parking Management Plan
Action 5.2	Work with developers (where appropriate) to achieve the best possible outcomes to parking and accessibility
Action 5.3	Undertake an annual monitoring program of Traffic Data of the road network to ensure network is operating as designed
Outcome 6	Well Planned Transport Network
Action 6.1	Implement the Tonsley-Flinders Integrated Traffic and Parking Strategy
Action 6.2	Explore opportunities through State Government for major projects to implement facilities that can improve the transport network (e.g. East-West connections for the proposed North-South Corridor project)



RAILWAY TERRACE, EDWARDSTOWN

Railway Terrace streetscape is an example of how a road can be redesigned to cater for multiple transport modes while also creating a safe and green environment. This includes bi-directional separated bike path, indented parking bays and footpaths.

Sustainable and Safe

A transport system that supports a shift to sustainable modes of travel, water sensitive urban design, and prioritises safety through traffic management and safe crossings for all users regardless of ability.



Cities which support convenient, comfortable and safe transport have healthier populations and a more equitable society. Streets designed for people ultimately attract investment and promote economic growth.

The National Road Safety Strategy Action Plan has identified a priority action to reduce speed limits to 40km/h or lower in pedestrian and cyclist places. Road users who are not protected by a vehicle are extremely vulnerable in collisions. The risk of death or serious injury increases significantly over impact speeds of 30 km/h. The City of Marion area has seen an increase in car crashes involving pedestrians by 40% in 2017 to 2019 (2017 – 17, 2019 – 24).

The key outcomes that would create a sustainable and safe transport system are:

Outcome 7	Safe Transport Networks
Action 7.1	Deliver footpath widening in high priority locations across the footpath network to a minimum of 1.5m (including ensuring no footpath assets in the network are less than 1.2m)
Action 7.2	Identify problem areas and create program for all crossings and kerb ramps to be DDA Compliant by 2030
Action 7.3	Minimise footpath obstructions and encroachments to free up more space for walking (e.g. reduce sign pollution and other obstructions)
Action 7.4	Advocate for 40km/h speed limits on Local Roads
Action 7.5	Apply for Black Spot grant funding where available
Action 7.6	Deliver and complete the DDA Bus stops and shelter compliance program by December 2022
Outcome 8	Fewer non-essential vehicles within the Council Area
Action 8.1	Identify gaps in public transport service levels and advocate for solutions to enable mobility in Marion
Action 8.2	Plan, and if feasible, deliver a loop bus service to meet the transport needs of disadvantaged families with young children who do not have access to private or public transport



STURT RIVER LINEAR PARK

The Sturt River Linear Park is a shared use trail that meanders along the Sturt River, past historic buildings, significant fauna and environmental sites, as well as important local features within the City of Marion. It provides a safe walking and cycling connection through the city which connects to local parks and wetlands.

Smart and Future Focused

A transport system that is adaptive and flexible, responding to technological change, evidence-based data, and emerging trends.



As our population increases, and transport, parking and movement challenges become more complex there are real opportunities for technology and data to provide innovative solutions for our communities changing needs. Our streets, public places and road network must be adapted to meet the travel demands of the future while ensuring we continue to put people first in an innovative, liveable, prosperous and connected Marion.

Smart Places are the neighbourhoods we live, work and learn in, parks and facilities we gather in and places we recreate in. They harness information, technology and infrastructure to support our community to flourish.

The key outcomes that would create a smart and future-focused transport system are:

Outcome 9	Utilising Technology to provide transport network benefit
Action 9.1	Explore Smart City technology to gather data to support decision-making relating to infrastructure and services, for apps to access real-time GPS multimodal travel choice/travel time/route and pickup decision making by users for wayfinding and real-time signage
Action 9.2	Install Smart Parking Sensors in key destination and problem areas where demand is appropriate
Action 9.3	Identify and install wayfinding and digital interactive screens at key locations within the city
Outcome 10	Support Zero-Emission Transport Initiatives
Action 10.1	Work with private suppliers to install electric vehicle charging stations throughout the city to support the growing use of electric modes of transport
Action 10.2	Transition Council's Fleet to a renewable energy fuel source in accordance with the Carbon Neutral Plan
Outcome 11	Sustainable Infrastructure
Action 11.1	Encourage the use of recycled materials for transport infrastructure to support a circular economy



TONSLEY AUTOMOUS VEHICLE

South Australia is recognised as a national leader in future transportation systems and technologies with the State Government leading the nation in creating a legislative framework to support autonomous vehicle technology. Tonsley has been the testing grounds for the driverless vehicle that aims to assist in the development of a market-ready autonomous delivery vehicle.

Amenity and Character

A transport system where streetscapes provide amenity through contributing to the character of neighbourhoods and business precincts



Attractive streets foster vibrant communities, contribute to robust economies and healthy environments, and reinforce walking and cycling and social activity. Well designed and used streets are important in defining 'Sense of Place' and local character.

The City of Marion's approach to streetscape design focuses on a balanced view embracing people, environment and place. Vehicle movements are no longer considered the only function of streets and understanding the multitude of functions, providing civic and community destinations, facilitating activity, enhancing local walking and cycling movement and contributing to the local environment.

The key outcomes that would create amenity and character within the transport system are:

Outcome 12	Attractive Streetscaping
Action 12.1	Delivery of the 15 year Streetscape program
Action 12.2	Install amenities that support the use of active transport modes where appropriate (e.g. bike lockers, drinking fountains, park benches, etc.)
Action 12.3	Identify and provide interactive infrastructure (e.g. education paths & games within paving) that promotes active travel
Outcome 13	Cooler Urban Environment
Action 13.1	Delivery of the 10 year Treescaping program
Action 13.2	Lower the urban heat within transport corridors through tree planting and green infrastructure
Action 13.3	Implement WSUD treatments along streets where appropriate



COVE CIVIC CENTRE

The Cove Civic Centre is located on Ragamuffin Drive, Hallett Cove which is a shared urban space for pedestrians, cyclists and drivers. The site represents an example of how infrastructure and the environment can blend together to promote visibility and connectedness.

Partners and Collaboration



A transport system that is developed based on collaborative partnerships with regional, state and national governments and the private and education sector.

We are wise with more minds, through experience, sharing of resources, and funding. We value partnerships with government, businesses, community and researchers to collaboratively solve problems and identify opportunities.

Working in partnership with other road authorities, transport providers, businesses and other stakeholders is important to the operations of an efficient transport network. To achieve the actions and initiatives sought out in this plan for a future transport network requires the collaboration of multiple stakeholders.

The key to change and transition to a future transport network is to involve the community at every stage to promote the social, environmental and financial benefits for the community.

The key outcomes that would encourage partners and collaborations within the transport system and transport initiatives are:

Outcome 14	Great Relationships
Action 14.1	Create a Southern Transport Working Group with other neighbouring councils (e.g. Identify collaboration opportunities)
Action 14.2	Increase partnerships with Universities and the private sector to deliver actions in the Transport Plan
Action 14.3	Work with Local Schools to provide information to improve awareness of road safety and traffic laws
Outcome 15	Promoting Initiatives and Projects
Action 15.1	Advertise and promote through social media, interactive screens and Councils website new initiatives and projects that have improved the transport network
Action 15.2	Utilise bus shelters and EV charging stations to promote and advertise initiatives and road rules to improve awareness



Way2Go PROGRAM

The new shared pathway connections to Woodend Primary School, Sheidow Park was managed by Marion and funded by the State Government and was completed in 2019 through the Way2Go Program.

The joint initiative promotes and encourages students to actively travel to and from school all year round.

Grouped Action Plan

Principle	Outcome / Action		Comments / Funding	2021/22	2022/23	2023/24	2024/25	2025/26
Destination Centred	1	Public Transport areas as welcoming people places						
	1.1	Plan and upgrade key movement links to 13 railway stations and 8 tram stops. Including reviewing parking demand and identifying 'Park and Ride' solutions	Sites to be individually selected, scoped and cost estimations reviewed					
	1.2	Facilitate complementary land use and deliver high-quality design of public spaces (including greening) around railway stations to encourage connectivity with, and use of public transport	Sites to be individually selected, scoped and cost estimations reviewed					
	1.3	Advocate for upgrades of stations/platform areas	Within existing resources					
	1.4	Identify and upgrade infrastructure around highly utilised bus stops (e.g. Seaview High School bus zone on Seacombe Road)	Sites to be individually selected, scoped and cost estimations reviewed					
	1.5	Advocate for improved public transport and/or park and ride facilities at Laffers Triangle for under-served commuters from the south to Flinders/Tonsley/Westfield Precinct and onwards to CBD by public transport	Within existing resources					
	2	Attractive & Accessible Business Districts						
	2.1	Review and upgrade the Transport Network within the Edwardstown Industrial precinct	Within Existing Resources to review. Project to be scoped and cost estimations reviewed					
	3	Schools and other Community Facilities that encourage active travel						
	3.1	Work with Schools & DIT to identify opportunities for improvements in local streets near schools (e.g. car parking, drop off/pick up, wide footpaths)	Sites to be individually selected, scoped and cost estimations reviewed					
Integrated and Effective	3.2	Install amenities that support the destination zones (e.g. bike lockers, drinking fountains, device charging locations, etc.)	Future destination sites to be reviewed when upgrading for the opportunity to install amenities	Ongoing				
	4	Encourage Alternative Transport Modes						
	4.1	Implement the walking and cycling guidelines (including a cycle link as a continuation of Morphet Road to southern Marion)	Subject to project scope					
	4.2	Work with businesses to encourage ride-sharing or vehicle sharing partnership opportunities	Within Existing Resources					
	4.3	Encourage E-Bike and/or E-Scooters services (e.g. Tonsley Precinct)	Within Existing Resources					
	4.4	Encourage public transport options (e.g. social media, website, etc.)	Within Existing Resources					
	5	Efficient Road Network						
	5.1	Develop the Parking Management Plan	Within Existing Resources					
	5.2	Work with developers (where appropriate) to achieve the best possible outcomes to parking and accessibility	Within Existing Resources - Ongoing	Ongoing				
	5.3	Undertake an annual monitoring program of traffic data of the road network to ensure network is operating as designed	Within Existing Budget (\$20,000 /year)					
	6	Well Planned Transport Network						
	6.1	Implement the Tonsley-Flinders Integrated Traffic and Parking Strategy	Subject to project scope					
	6.2	Explore opportunities through State Government for major projects to implement facilities that can improve the transport network (e.g. East-West connections for the proposed North-South Corridor project)	Within Existing Resources					

Principle	Outcome / Action		Comments / Funding	2021/22	2022/23	2023/24	2024/25	2025/26
Sustainable and Safe	7	Safe Transport Networks						
	7.1	Deliver footpath widening in high priority locations across the footpath network to a minimum of 1.5m (including ensuring no footpath assets in the network are less than 1.2m)	Within Existing Budget					
	7.2	Identify problem areas and create program for all crossings and kerb ramps to be DDA Compliant by 2030	Within Existing Budget					
	7.3	Minimise footpath obstructions and encroachments to free up more space for walking (e.g. reduce sign pollution and other obstructions)	Within Existing Budget					
	7.4	Advocate for 40km/h speed limits on Local Roads	Within Existing Resources					
	7.5	Apply for Black Spot grant funding where available	Sites to be individually selected, scoped and cost estimations reviewed					
	7.6	Deliver and complete the DDA Bus stops and shelter compliance program by December 2022	Within Existing Budget					
	8	Fewer non-essential vehicles within the Council Area						
	8.1	Identify gaps in public transport service levels and advocate for solutions to enable mobility in Marion	Within Existing Resources					
	8.2	Plan, and if feasible, deliver a loop bus service to meet the transport needs of disadvantaged families with young children who do not have access to private or public transport	Project scope to be determined					
Smart and Future Focused	9	Utilising Technology to provide transport network benefit						
	9.1	Explore Smart City technology to gather data to support decision-making relating to infrastructure and services, for apps to access real-time GPS multimodal travel choice/travel time/route and pickup decision making by users for wayfinding and real-time signage	Within Existing Resources - Individual technologies will be identified and cost estimated at future upgrade projects					
	9.2	Install Smart Parking Sensors in key destination and problem areas where demand is appropriate	Sites to be individually selected, scoped and cost estimations reviewed					
	9.3	Identify and install wayfinding and digital interactive screens at key locations within the city	Sites to be individually selected, scoped and cost estimations reviewed					
	10	Support Zero-Emission Transport Initiatives						
	10.1	Work with private suppliers to install electric vehicle charging stations throughout the city to support the growing use of electric modes of transport	Within Existing Resources					
	10.2	Transition Council's Fleet to a renewable energy fuel source in accordance with the Carbon Neutral Plan	Within Existing Resources					
	11	Sustainable Infrastructure						
	11.1	Encourage the use of recycled materials for transport infrastructure to support a circular economy	Within Existing Budgets					

Principle	Outcome / Action		Comments / Funding	2021/22	2022/23	2023/24	2024/25	2025/26
Amenity and Character	12	Attractive Streetscaping						
	12.1	Delivery of the 15 year Streetscape program	Within Existing Budget (\$2.2 million /year)					
	12.3	Install amenities that support the use of active transport modes where appropriate (e.g. bike lockers, drinking fountains, park benches, etc.)	Sites to be individually selected and reviewed for cost estimations	Ongoing				
	12.4	Identify and provide interactive infrastructure (e.g. education paths & games within paving) that promotes active travel	Sites to be individually selected and reviewed for cost estimations					
	13	Cooler Urban Environment						
	13.1	Deliver the 10 year Treescaping program	Within Existing Budget (\$400,000 /year)					
	13.2	Lower the urban heat within transport corridors through tree planting and green infrastructure	Within Existing Resources					
	13.3	Implement WSUD treatments along streets where appropriate	Sites to be individually selected, scoped and cost estimations reviewed					
Partners and Collaboration	14	Great Relationships						
	14.1	Create a Southern Transport Working Group with other neighbouring councils (e.g. Identify collaboration opportunities)	Within Existing Resources					
	14.2	Increase partnerships with Universities and the private sector to deliver actions in the Transport Plan	Within Existing Resources					
	14.3	Work with Local Schools to provide information to improve awareness of road safety and traffic laws	Within Existing Resources					
	15	Promoting Initiatives and Projects						
	15.1	Advertise and promote through social media, interactive screens and Councils website new initiatives and projects that have improved the transport network	Within Existing Resources					
	15.2	Utilise bus shelters and EV charging stations to promote and advertise initiatives and road rules to improve awareness	In accordance with Contract Agreements					

Tree Management

Originating Officer	Coordinator Arboriculture - Ian Seccafien
Corporate Manager	Manager Operations - Fiona Harvey
General Manager	General Manager City Services - Tony Lines
Report Reference	ASC210202R03

REPORT OBJECTIVE

The purpose of this report is to present the Tree Management Presentation and to seek feedback from the Asset and Sustainability Committee.

RECOMMENDATION

That the Asset and Sustainability Committee:

- 1. Notes the presentation.**
- 2. Recommends a council report be prepared to endorse the 7 year planting plan which will highlight impacts on existing resources to achieve the target set.**

Liveable:	Street and reserve trees are critical to ensuring our city is liveable
Valuing Nature:	Trees provide habitat for wildlife and insects and are the means for them to move through our city
Innovation:	The implementation of GIS mapping systems is allowing us to focus resources and find service level efficiencies to improve the risk management of our trees
Connected:	Our communities feel better connected to nature and tree lined streets and reserves encourage people to visit and recreate in our area.

DISCUSSION

Council's current Tree Management Framework (TMF) was adopted in 2018 and has a vision of 'Our streets and parks are lined with mature, healthy trees that are a habitat for birds and other wildlife.' The community values and appreciates the city's trees for their shade, appearance and contribution they make to the environment.

Significant progress continues to achieve this vision through the following streams:

- Data Management & Operations
- Resident/Customer engagement
- Planting
- Watering

Data Management & operations:

With the implementation of Forestree we now have an increasingly accurate picture of our trees across the council. We currently have 42,242 trees mapped throughout the suburbs, with daily inspections, risk assessments being undertaken and actionable works tasked to field teams and contractors. Programmed block pruning of suburbs (3 year cycle) is underway with an average of 46 trees pruned a day. Main Road clearance pruning is underway with 60% of the roads completed. Hazard identification and risk management is an integral part of our tree management; we currently have 37 trees rate Moderate to High risk and these are actively monitored on a regular inspection regime.

Increasing our data capture and management over the next 12 months will continue to provide greater accuracy and benefit to the management of our trees. A large scale open space reserve audit needs to be undertaken, focusing on our regional and neighbourhood parks to collect existing tree data and undertake risk assessments on every tree within a 50m radius of a playground or BBQ area. This data will be used to address perceived risk issues in response to a spate of recent branch failures across metropolitan Adelaide.

The successful introduction of Forestree has already provided operational efficiencies in the allocation and completion of works, audits and risk management and will continue to improve our service level efficiency over the long term.

Residents/Customer engagement:

Trees continue to be of significant interest and focus to our residents. Recent branch failures and two tragic deaths across Adelaide has raised community fears and we have seen an increase in requests for inspections and tree removal. This is a subject which is often driven by emotion and requires careful, thoughtful and expert consideration on a case by case basis. In order for us to continue to green our city, improve tree survival rates and engage residents in a positive and proactive way we are looking at a range of initiatives including:

- Online public portal (A Green City - City of Marion tree interactive)
- Planting signage and targeted individual resident engagement for priority suburbs leading into planting season
- Tree tags
- Videos to showcase our planting and maintenance programs
- Community forums and information about the value of our trees and the benefits they provide.

Tree Planting:

Planning our tree planting program is undertaken through Forestree after analysing 3 key mapping datasets, Urban Tree Canopy, Urban Heat Island (surface temperature) and Vulnerable Communities (SEIFA index). This data combined has presented the 24 suburbs in a prioritised table with any suburb who rates high on all 3 given priority to receive tree planting. 3 suburbs Clovelly Park, Marion, Seacliff Park have been divided in half as these suburbs appear to have good canopy in one half and less canopy in the other. This list of suburbs has allowed for the development of a 7 year planting program focusing on intensive tree planting by suburb.

Undertaking our planting via this methodology provides service level efficiencies including:

- Targeting our community engagement to raise awareness about trees and provide residents opportunities to become involved
 - Route planning for watering becomes optimised and concentrated to a smaller area thus allowing more trees to be watered as travel time is reduced
 - Streetscapes get renewed and become uniformed increasing property values over the long term
- Establishment of formative pruning and long term maintenance becomes easier and more efficient to undertake and complete.

The 7 year planting plan will focus the 2021 planting season on the following suburbs - Oaklands Park, Edwardstown, Clovelly Park (North) and Ascot Park, totalling 3,079 trees. With existing watering resources already stretched to capacity we believe this number of trees will be difficult to achieve successfully without either the risks of plant loss or the need to increase our watering capabilities.

Tree species diversity is also a focus and requires ongoing consideration. The TMF has a priority to increase diversity to future proof the tree population over time, so that issues such as pest and disease and climate change resilience do not significantly impact large numbers of trees. An important consideration in this context is the desire to create some boulevard affects in our streets, which means careful planning of species diversity to balance these considerations.

Watering:

Providing adequate water to newly planted trees is essential for good quality tree establishment. Industry standard in South Australia is to provide 3 years of watering, this is due to our drier climate and poor clay heavy soils. Trees are watered weekly for the first 2 years and fortnightly in the 3rd year with each tree receiving 40L of water a week. To maximise the efficiency of this we utilise the Greenwell waterwell bowls around the base of the tree which retains the water at the rootball and prevents run-off, which when filled ensures 40L have been delivered.

We currently operate 2 x 9000L capacity water tankers which use recycled stormwater from the Oaklands Wetlands. Based on our current watering list of 7,655 trees we estimate we use 8,989,200 litres of water per year. Our watering program is split into 3 rounds with our internal resources servicing an East and West watering round and contractors currently watering our southern area (South of Seacombe Road).

Forestreet provides a capability to see every tree which requires watering and allows the operator to complete a watering visit in the system each time they visit. Over time this gives us critical insight into the number of trees they can water each day and how well they are keeping up with the watering program. Further analytics will be undertaken regarding our capabilities and program over this current watering season which will provide a far more accurate picture of our capabilities, however current indications are we are at capacity to service our watering program and any increase in tree planting will need to include options for increasing our watering capacity.

Attachment

#	Attachment	Type
1	Tree Canopy Slides AS Forum Feb 2021	PDF File



Greening our City

Asset & Sustainability Committee 2 February 2021

Objectives

- ▶ Update on accomplishments over the last 12 months
- ▶ Seek feedback on our vision for the future
- ▶ Seek support for additional funding to implement some priority actions

Quote: Someone is sitting in the shade today because someone planted a tree a long time ago
- Warren Buffett

Discussion

LiDAR Mapping (Tree canopy, heat maps)

Marion's Tree Canopy cover vs other councils

Tree Planting Program

7-year tree planting program

Grant funding initiatives

Future mapping & Innovation

Tree Management in Forestree

Power BI Analysis

Customer interface dashboard

Our city in 10 years

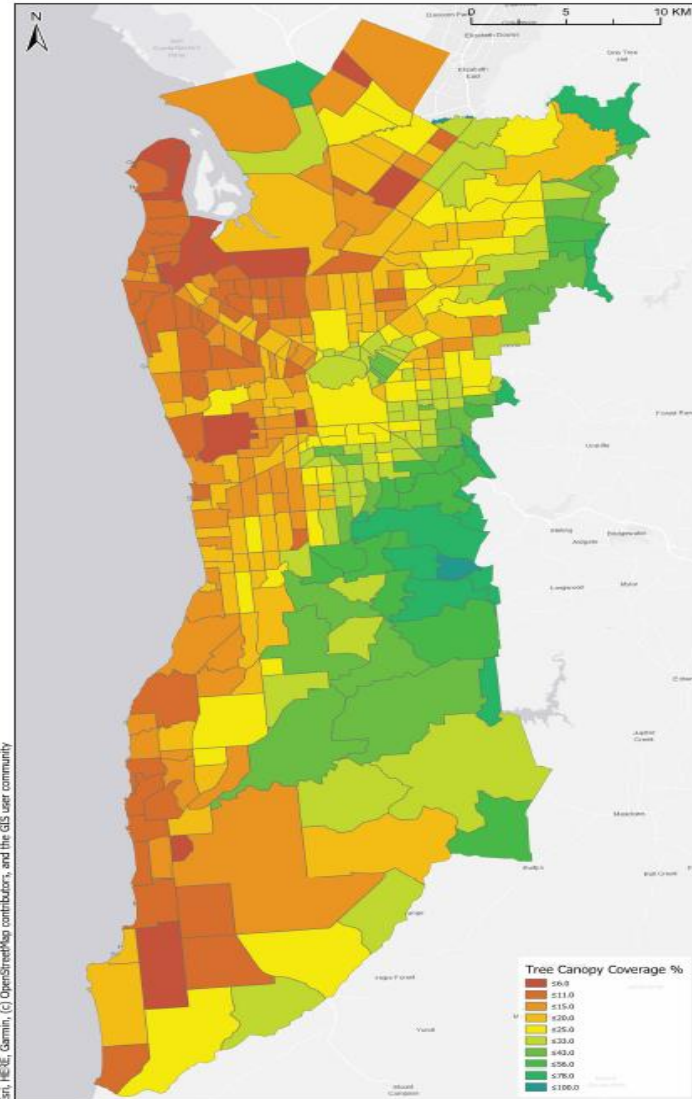
Challenges

Opportunities

Outcomes and Feedback

Tree Canopy Coverage

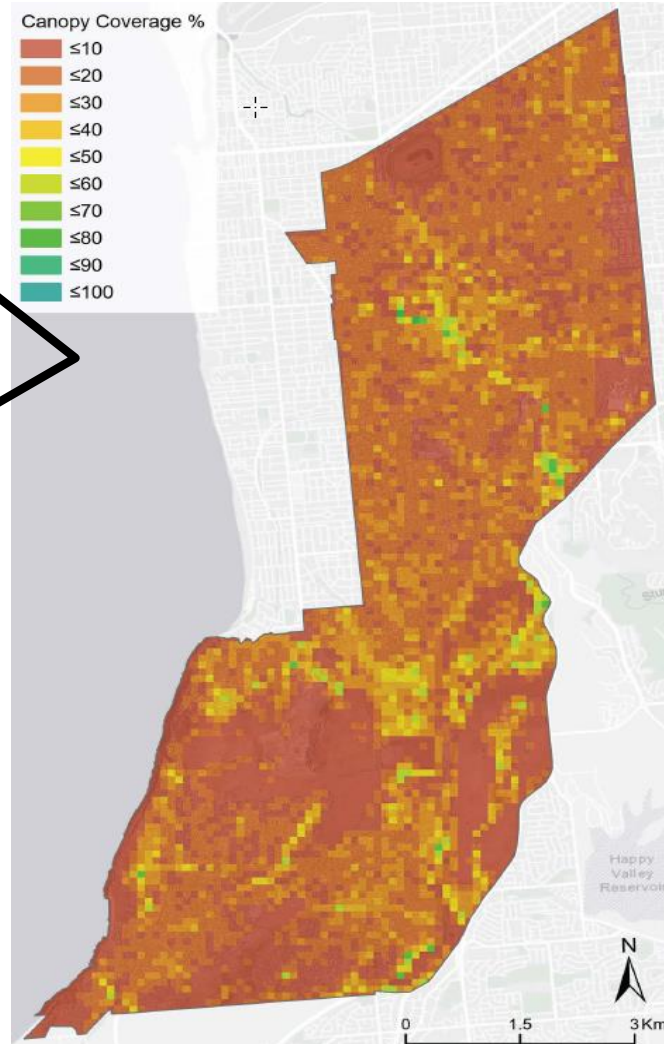
- ▶ Tree canopy coverage tends to be lower towards the coast
- ▶ Across metro Adelaide, councils normally control 20-30% of the tree canopy
- ▶ Most of the tree canopy is on residential land.
- ▶ Tree canopy of private land is being lost due to urban infill.
- ▶ In a national assessment, the City of Marion community ranked 12th most vulnerable in Australia to heat stress as a result of canopy loss.



Tree Canopy Coverage & Surface Temperature

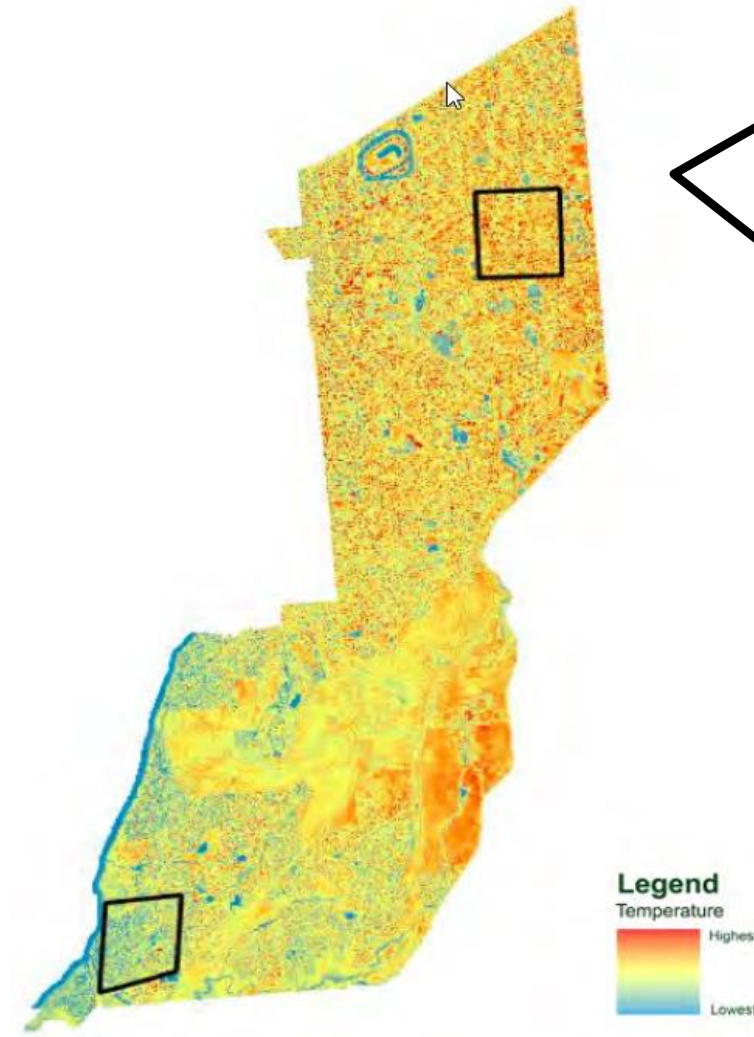
Tree canopy coverage:

- Higher canopy along natural drainage lines

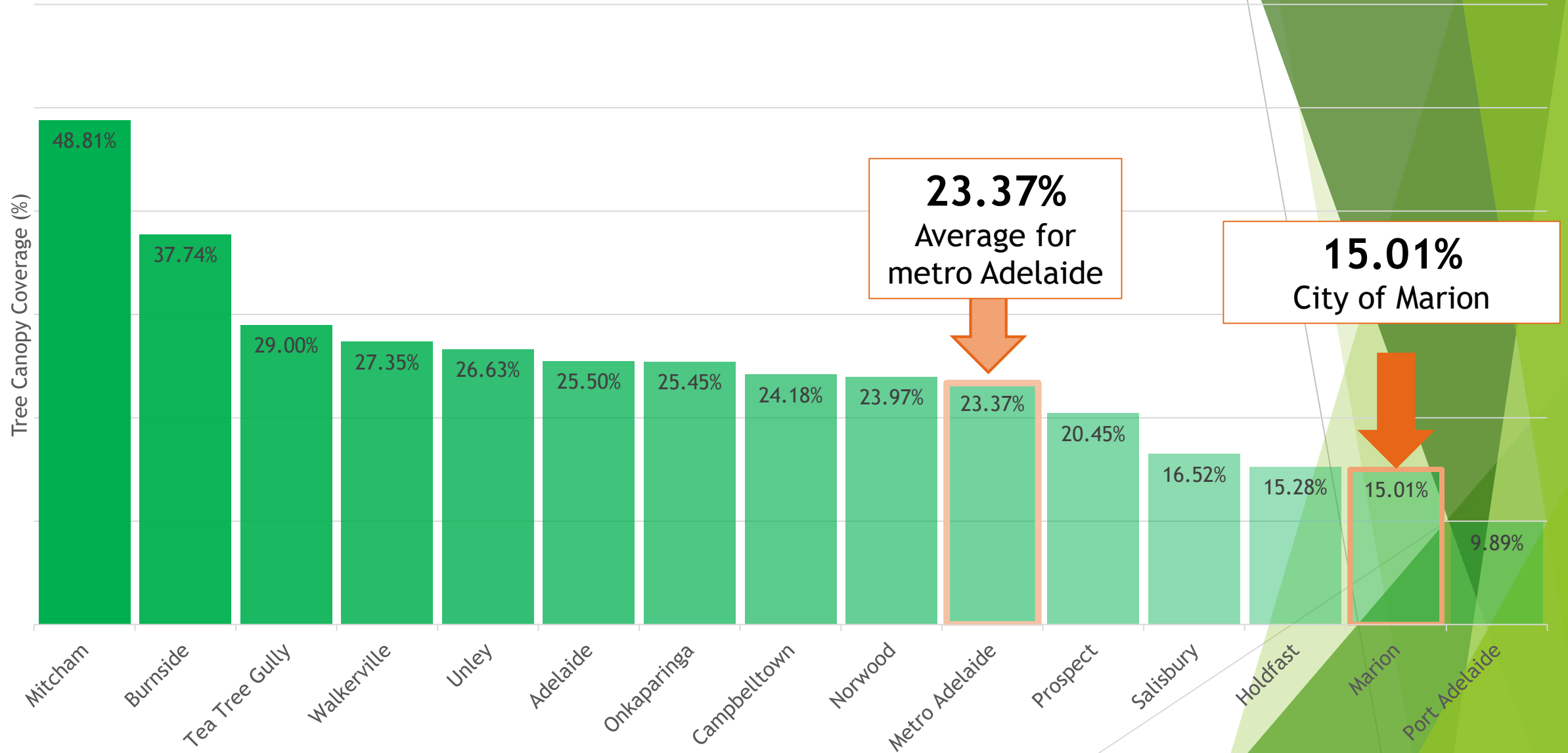


Land surface temperature:

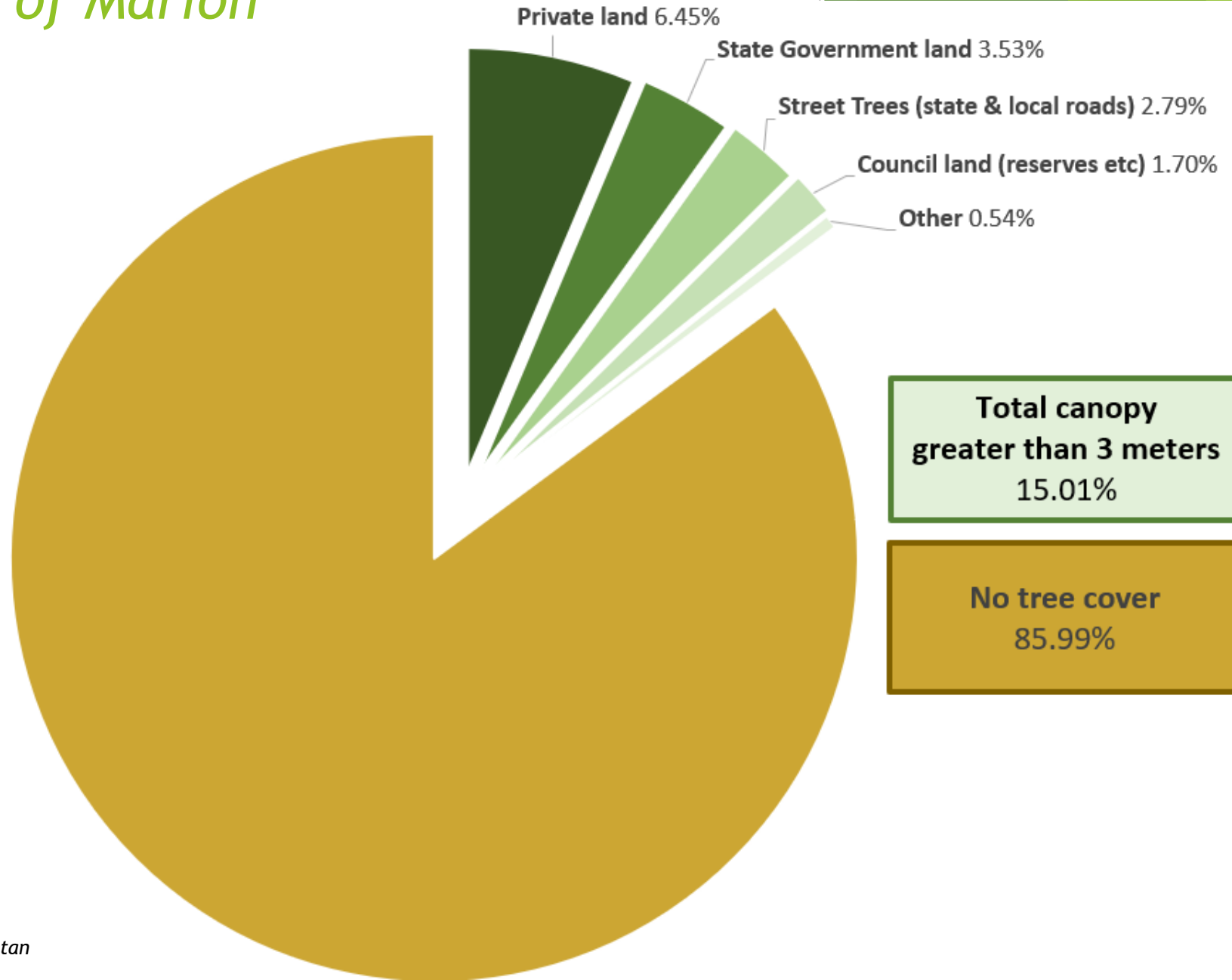
- Sea breezes cool the coast
- Higher temperatures inland



Tree Canopy Coverages Across Metropolitan Adelaide (%)



Total canopy cover in City of Marion



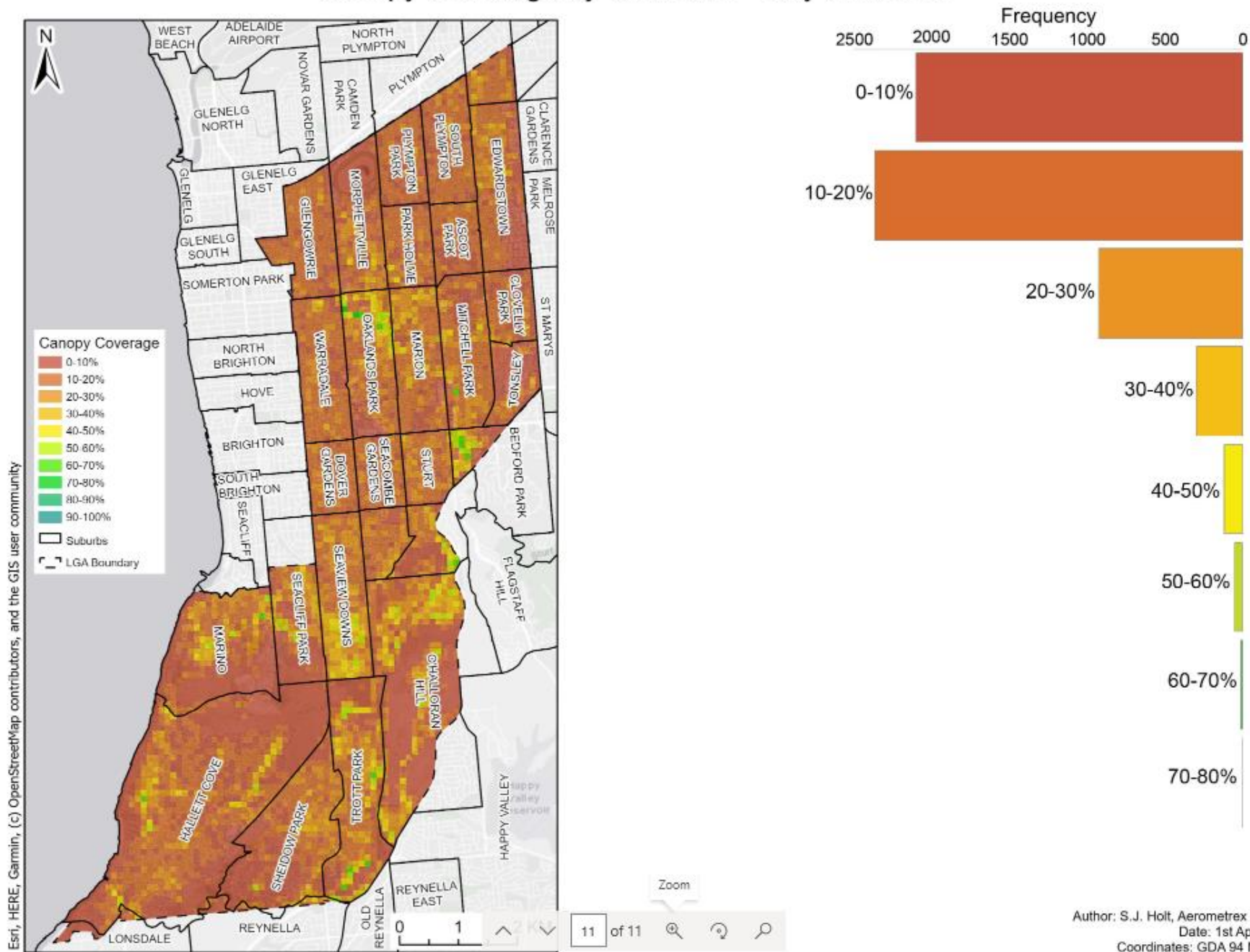
Most canopy is on private land

Council controls about one third of the tree canopy

At our current rate of planting we will achieve the Adelaide metro canopy average in the year 2030.

Canopy Coverage by suburb

Canopy Coverage by Unit Area – City of Marion



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Annual Tree Planting Program

3000 street trees

400 advanced street trees
(Treescaping Program)

200 reserve trees (Linked
to Reserve Upgrades)



Information gathered for 7 year tree planting program



HEAT MAPS



TREE CANOPY MAPS



SOCIALLY
DISADVANTAGED AREAS

7 Year Tree Planting Program

Suburb	Ward	Planting Locations Available	Calendar Year to be planted	SEIFA (4points) (Contains areas with high levels of social and economic disadvantage)	Urban Heat (4 points) (high land surface temperature)	Low Canopy (3 points) (low coverage of canopy >3m)	Scoring
Oaklands Park	Warracowie	681	2021	yes	yes	Yes (south)	11
Edwardstown	Woodlands	936	2021	yes	yes	yes	11
Mitchell Park	Warriparinga	1,400	2021	yes	yes		8
Clovelly Park (North)	Woodlands	842	2021		yes	yes	8
Morphettville	Mullawirra	451	2021	yes	yes		8
O'Halloran Hill	Southern Hills	170	2021 (4,480)		yes	yes	7
Glengowrie	Mullawirra	973	2022		yes	yes	7
Warradale	Warracowie	1003	2022		yes	yes	7
Plympton Park	Mullawirra	964	2022		yes	yes	7
Marion (south)	Warriparinga	463	2022		yes	yes	7
Tonsley	Warriparinga		2022		yes	yes	7
Ascot Park	Woodlands	620	2022		yes	Yes	7
Seacombe Heights	Warriparinga		2023		Yes	Yes	7
Seaview Downs	Southern Hills		2023		Yes	Yes	7
Trott Park	Southern Hills		2023		yes		4
Hallett Cove	Coastal		2023	yes			4
Dover Gardens	Warracowie	258	2023		yes		4
Park Holme	Mullawirra	228	2023		yes		4
Seacombe Gardens	Warracowie		2024		yes		4
South Plympton	Woodlands		2024		yes		4
Glandore	Woodlands		2024		yes		4
Clovelly Park (South)	Warriparinga	112	2024		yes		4
Marion (north)	Warracowie		2024		yes		4
Sheidow Park	Southern Hills		2024			yes	3
Darlington							
	Warriparinga		2025			yes	3
Sturt	Warriparinga		2025			yes	3
Seacliff Park (South)	Coastal		2025			yes	3
Marino	Coastal		2025			yes	3
Bedford Park	Warriparinga		2025			Yes	3
Seacliff Park (North)	Southern Hills		2025			Yes	3



Successful Grant Funding

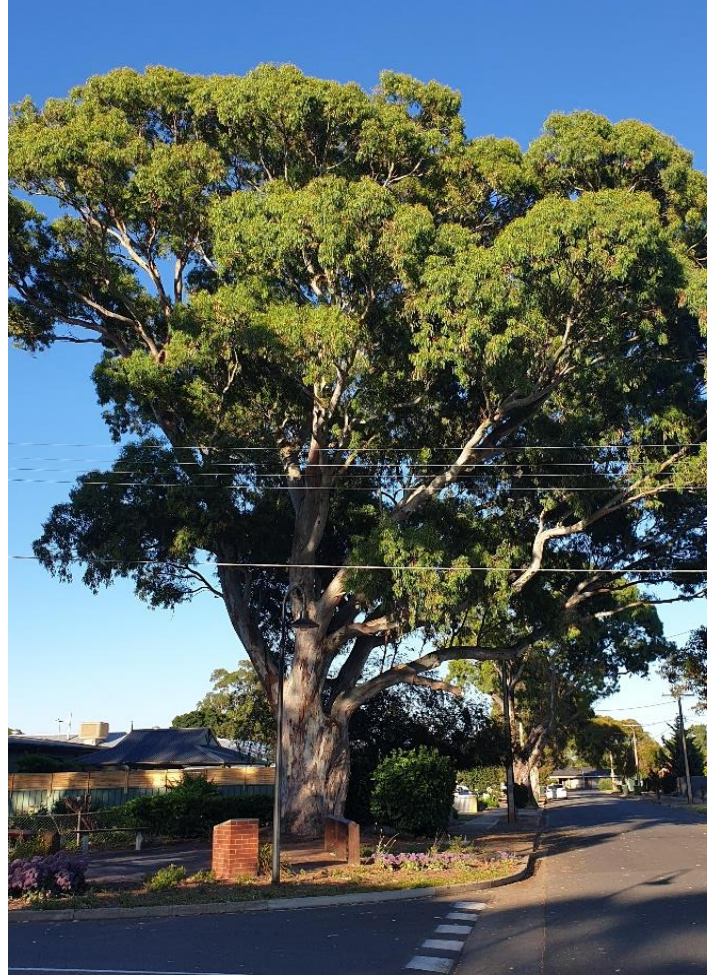
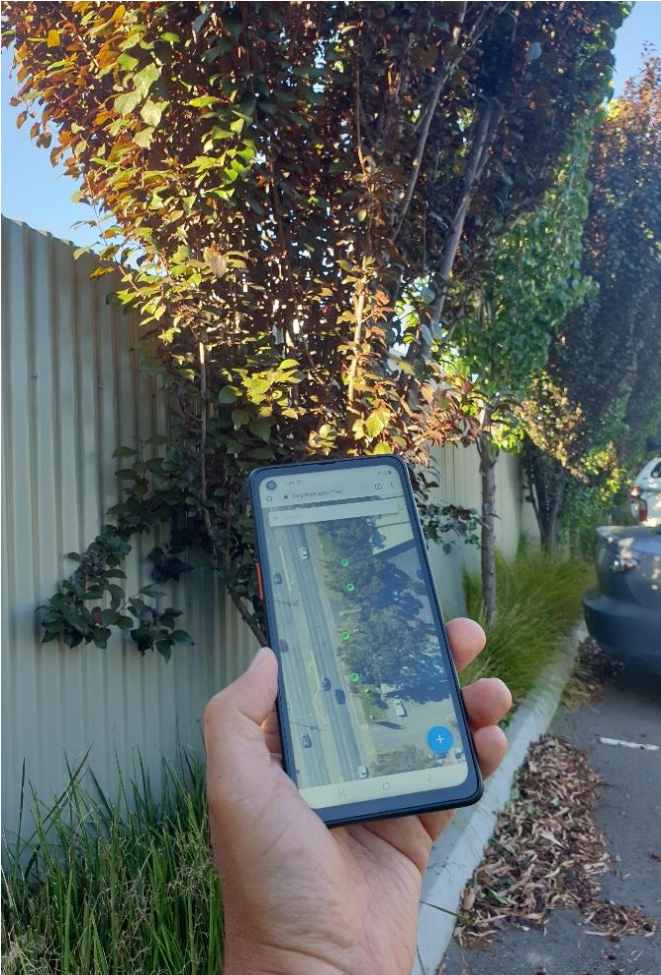
Woodend Path
(200 Trees)

Edwardstown
Stage 1 (176 trees)

Edwardstown
Stage 2 (150 Trees)

Lonsdale Highway
(500 trees)

Future Mapping & Innovation



Canopy maps are available publicly online

Next full assessment likely around 2022 and every 3-5 years after

Future assessments will be able to identify:

- loss of individual trees
- tree species
- green cover (turf, shrubs etc).

Local Mapping (Forestree)

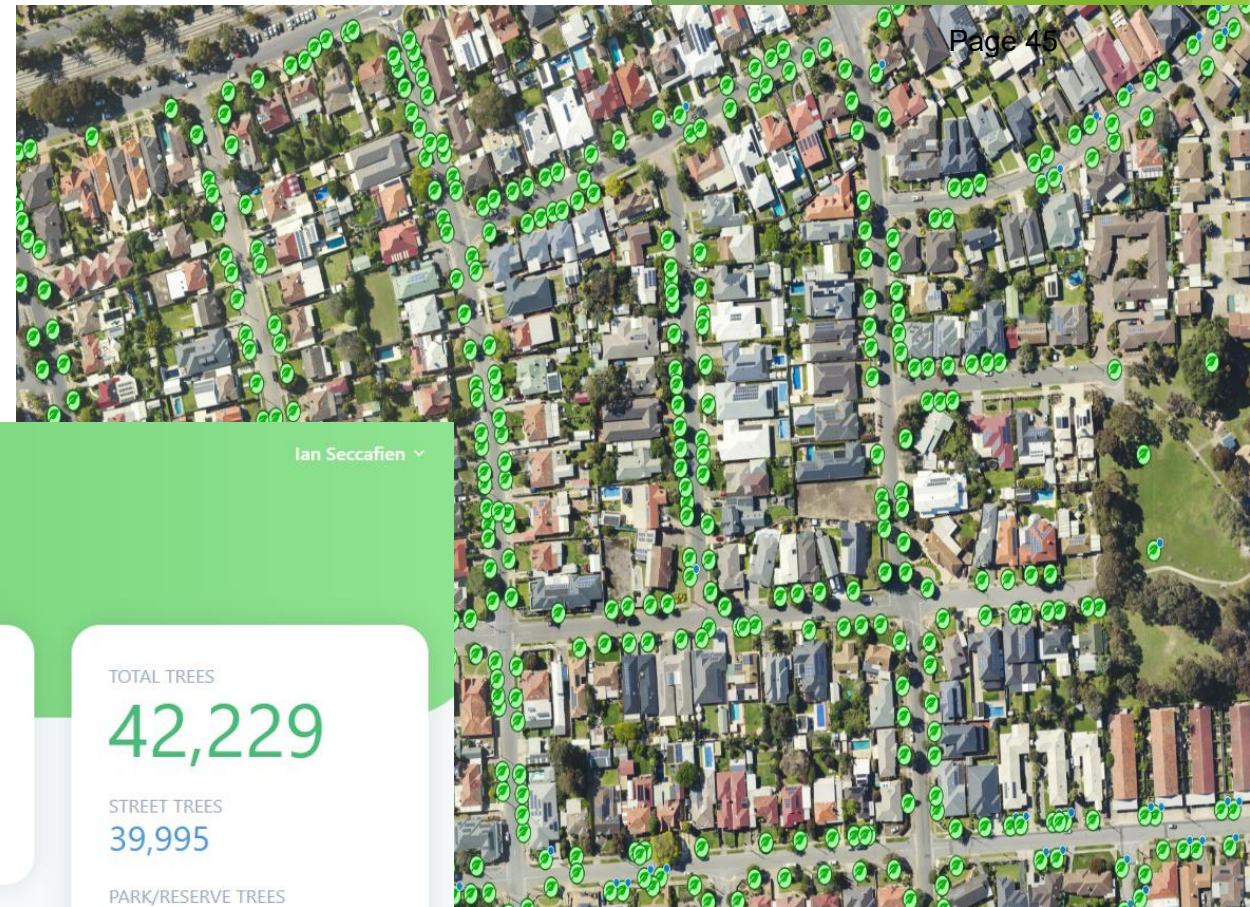
- Map all of our trees
- Reserve Audit (risk assessment)

Drones/Thermal Cameras/Ground Penetrating Radar

Video cameras on Water trucks (Mapping/Route planning)

Forestree (GIS Tree Management)

Page 45



Dashboard

Maps



INSPECTIONS



WORKS



PLANTING



STUMPS



WATERING

Activity Feed

Today



Work Complete 44630

Replace / Remove Tree

Tree removed

Andrew Willmore, 06/01, 11:32 am



Inspection 67716

Replace / Remove Tree

Andrew Willmore, 06/01, 11:30 am



Inspection 67703

Other

Sam please do report with pruning recommendation

TOTAL TREES

42,229

STREET TREES

39,995

PARK/RESERVE TREES

2,234

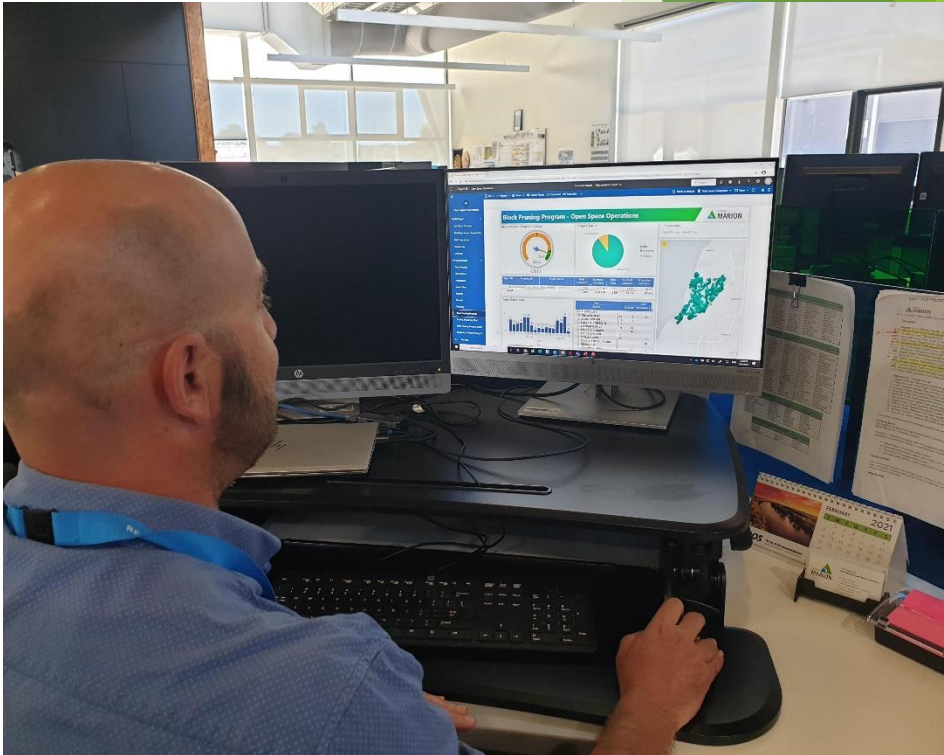
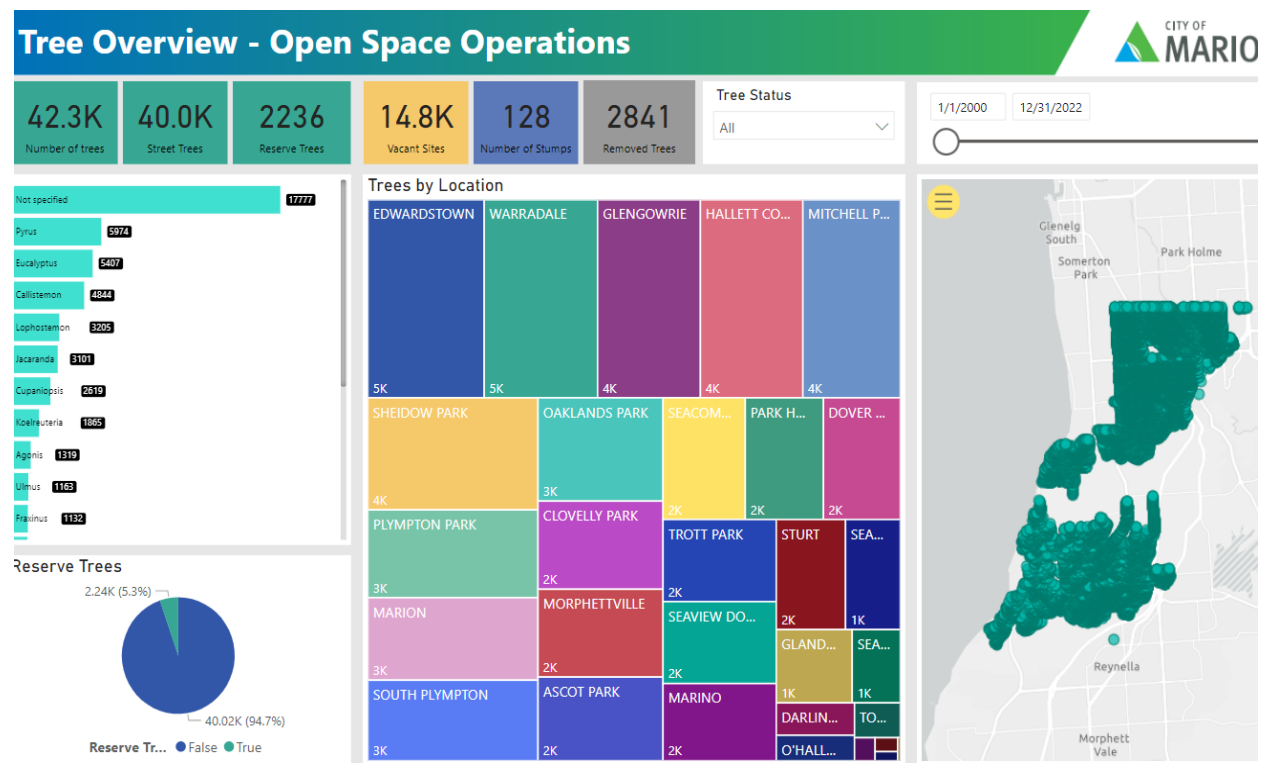
PLANTING SPACES

14,712

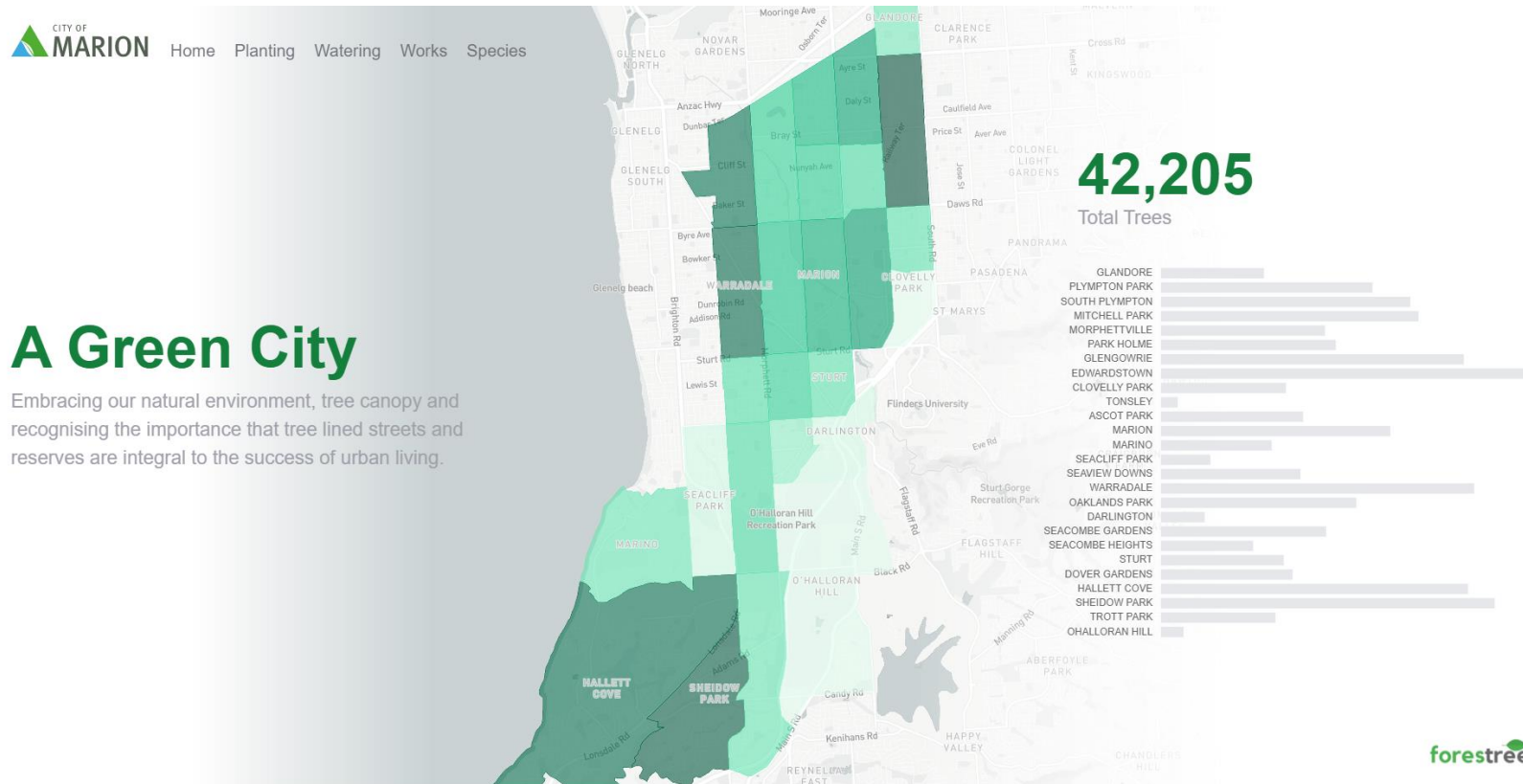
WATERING LIST

7,661

Reporting Dashboard (Power Bi)



Our Green City Customer Interface



Our City in 10 Years time

Increased Canopy Cover (Public and private space)

Tree Lined Streets and Reserves

Climate Change Mitigation/Adaption

Biodiversity Corridors (Fauna highways)

Engaged tree volunteers

Increased property values

Small Grants program for Large tree maintenance on private land and Greener Verges



Challenges



Verge Widths (space for growing, underground services)



Urban Infill/Planning reforms (Canopy is easy to lose and hard to replace)



Regulated/Significant Tree controls (too many exemptions *Corymbia* v *Eucalypt*)



SA Power Networks (Planting under powerlines)



Dept of Infrastructure, Transport (DIT) Operational guidelines for main roads severely limits planting opportunities and are restrictive



Residents divided on street trees (love your leaves)



Resources to deliver targets (Planting program, scoping, data collection, watering capacity and maintenance)

Opportunities



Review TMF tree species and introduce new species



Support preservation & planting on private property



Stormwater reuse and WSUD (houses connected to verges)



Become a Tree City of the world



Create watering points for water tankers that feed street trees



Plant more advanced street trees for regular tree planting program



Review resourcing for all facets of tree management and volunteering



Volunteer Tree Warriors

Outcomes/Feedback

- ❖ Council report to follow

Objectives

- Achievements so far
- Feedback on vision for the future
- Support funding to implement priority actions

What do we need?

- \$ undertake reserve tree audit and risk assessment = \$50k
- Increase resources to deliver
 - water tanker/operator
 - Additional Arborist
- Increase tree planting in reserves 200 - 400
- Establish pilot community grant programs
 - Significant tree retention (Private Land)
 - Greening the verge/passive irrigation

REPORTS FOR NOTING - Nil**OTHER BUSINESS****MEETING CLOSURE**

The meeting shall conclude on or before 9.30pm unless there is a specific motion adopted at the meeting to continue beyond that time.